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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

The ball of the Marine Engineer's Association will occur on the 17th inst.

The Stewart is on drydock at Duluth for repairs. She will run all winter.

The Onoko, which is in winter quarters at Chicago has taken 165,000 bushels of oats for winter storage.

C. Champness, boat builder at 39 Main street, has the frame up for a steamyacht of the following dimensions: Length over all 43 feet, keel 36 feet, beam 9 feet, and 4 feet 2 inches deep.

The tug Bolton, Captain Joe Todd transferred the divers' apparatus from the crib to the water works yard. Captain Todd also had the first tow of the season, the barge Alice Strong, with a load of stone from the C. C. C. & I. pockets to the breakwater, where she will be unloaded when the weather is favorable.

The tug S. S. Coe, which left Milwaukee four weeks ago to remove the wreck of the schooner B. Parsons, at the entrance to Charlevoix harbor, has been laid up at that port, she being unable to return to Milwaukee after accomplishing the work on account of boistrous weather. The Independent Tug Company received $1,200 for the work.

The tug masters and engineers ball was largely attended on the evening of January 1. In fact so many were eager to enter that the sale of tickets was discontinued at 9 o'clock. An enjoyable time was had under the following direction:

President Captain Jno. H. Wysoon, Vice President, Engineer M. Flanigan, Secretary and Treasurer, Captain E. J. Brown; Floor Directors, Captain Jno. Archer, Engineer, M. M. McCormick; Floor Managers, Captain Will. A. Collier, Captain Chas. H. Stickney, Captain J. D. Todd, Engineer Chas. Rice, Engineer Phil. Schied, Engineer Jos. Normand; Honorary Committee, Captain R. Greenhalgh, Captain Jno. Warner, Captain M. Driscoll, Captain L. P. Smith, Captain J. A. Smith, Captain Jno. Semple; Reception Committee, Captain A. J. Moffet, Captain Jno. H. Wysoon, Engineer W. E. Byrne, Engineer M. Flanigan; Committee of Arrangements, Captain J. D. Todd, Captain E. J. Brown, Captain Chas. H. Stickney, Captain Will. A. Collier, Engineer Chas. Rice, Engineer Phil. Schied, Engineer Jos. Normand, Engineer M. M. McCormick, Engineer Thos. Murphy.

CHICAGO.

Special to the Marine Record.

Captain E, Johnson will put new ceiling into the schooner E. M. Stanton this winter.

The steambarge Leland arrived here on the 31st of December, laden with pig iron from Elk Rapids.

The steambarge Monitor continues to visit this port frequently, with loads of sand for building purposes.

Captain Charles Eggert, of Muskegon, has been in Chicago for a few days endeavoring to find purchasers for some of Akeley & Hume's vessels.

The Marinette Barge Line Company are having new decks put into the barge Empire State under the superintendence of Captain J. C. Perritt.

The schooner North Star has been unloaded, and Captain Rice is taking on a general cargo for Pentwater, for which port he will start as soon as wind and weather permits.

F. B. Gardener aged 67, died suddenly on the 24th December at Pensaukee, he was formerly a large lumber merchant and vessel owner at this port and much respected by all.

Captain John Gillard of the schooner Lomie A. Burton, which is laid up at Milwaukee, paid Chicago a visit last week. We met him at his old friend Martin's, and was pleased to see him looking so jolly.

The trustees of Naw's estate and Captain Peter Peterson sold the fine schooner Annie M. Peterson to Hurlbut, of Green Bay, for $25,500. Captain Decker, of the barge Constitution, will sail the Annie M. Peterson next season.

At Miller Brothers' drydock the schooner C. J. Magill is in for a partial rebuild. She will get new stanchions, rail, plankshear, keelsons, etc., and calking. The big schooner Golden Age is getting a new rudder and the gear fixed.

DETROIT.

Special to the Marine Record.

DETROIT, January 1.

Glad tidings or joy does not cross over the threshold of every one's door at the beginning of each new year. A glance at the death record which appeared in the last issue of the MARINE RECORD verifies this most painfully. The close of 1883 carried with it many warm hearted sailors, leaving behind them wives and little ones, who had anticipated being at the fireside of their families during the holiday season, but instead have been called hence on their last voyage and now lie buried in the depths of the lakes or in the grave on the shore. I am no preacher and do not wish to be understood as introducing in this, my first communication of the new year, a memorial sermon. Yet it is well for all who have sympathetic feelings for those who traverse the deep to occasionally ponder over such things, and act as best they can.

Since my last letter death has removed from our midst two persons who were well known and highly respected among a wide circle of our lake men. Soloman Presley, a lake engineer, crossed the river, otherwise deceased, on the 24th ultimo, at the age of 70. He was widely known throughout the lakes and many will learn with sadness of his death. Another was called to his final rest sometime during last Friday night under painful circumstances. Mr. William Dana Gillett, brother of John R. Gillett, the well-known tug owner of this city, was found dead in his berth, last Saturday noon, on board the tug Champion, which lay at her winter moorings at the foot of St. Aubin avenue. Mr. Gillett was in charge of the steamer as ship keeper for the winter and took his meals at a residence near at hand. At noontime a boy was sent to call him to dinner, but alas, he had taken his last meal—he was dead. His death was accounted for from his having a coal stove in his cabin, which had been made too close, and without proper ventilation, the fumes of the gas had smothered him. Mr. Gillett was aged 50 years and was a branch of one of the oldest families in this city. His father before him commanded vessels away back to 1818-19. He was a life long sailor, of a quiet and reserved mind and had many warm friends. He had no family.

Navigation lingers in the lap of winter on the St. Clair river, and one or more steamers are plying to Algonac, which is a great accommodation to those deprived of railroad facilities.

During the navigation of 1883 the Western Transportation Co., of Buffalo, had on the route between that city and Chicago ten steamers which, during the season, made twelve round trips with the utmost regularity. The distance between the two ports is 1,099 nautical miles. It is one of the oldest established lines connected with the lake marine, and the steamers are of the largest and first-class.

The weather hereabout has been unusually mild, for a day or two past, with fine, drizzling rain, and the river freed from ice.

Captain Mills, of the hapbor tug office in this city, keeps one of his tugs in constant readiness for the accommodation of vessels which may need transferring from one point to another for the reception of grain for winter storage.

The steamer Northwest is undergoing some repairs to her upper works forward.

The tugs Balize and Gladiator are having made good the damages recently sustained by fire.

The time is at hand, among the sail lofts, for the making and repairing of vessel outfits, several vessels laid up here requiring much in this line to be in readiness the coming season. James P. Donaldson & Co., who have in connection with their ship chandlery a large fire-proof sail loft, have already received orders for getting up thirty new sails, beside a great deal of repairing, which requires quite a force of hands to do the work.

In scanning over the list of deaths in the record of 1883 it appears that, of those who died from natural causes on shore, twenty-four were retired masters, save one, Captain Kennedy, of Toronto. Two only had been mates, and two engineers, the rest seamen or otherwise. Of those among the accidental list fifteen were captains, fifteen mates and twelve engineers, the balance as before noted.

A few days ago I was hailed on the street by an old tar with "How is it, old fellow, that you never give us any account of sail vessels that have been lost in years gone by. We have in pamphlets an account of all the steamers which have been built and lost, but no biography of where all the vessels were lost or what became of them. The point, I had to confess, was well taken but it would have to be given in small doses, that is, taking each separately. It is rather a remarkable fact that the first marine casualty on the lakes was an instance of foundering, all hands lost and nothing ever seen or heard of the wreck since save a hatch, a pair of canvas pants and a bale of furs. The two following disasters were each cases of capsizing, and both vessels of brigantine rig, one of which was the Gladwin, which capsized near Point Au Pellee, August, 1767; and in July, 1768, the brig Bean, at or near Bar Point, Lake Erie. Both crews were lost to a man.

The notice of quick trips in the annual report affords a fine opportunity for skippers who neglected at the proper time to report whatever achievements they may have accomplished in that line during the season's navigation. Their comments usually run in this line. "That's nothing! Why, we beat that time all hollow more than once." And again—"I don't believe it. They never made any such time." And so on *ad libitum* until it is time to leave the sail loft and go to grub.

It will be noticed that among those recorded in the death list last season no less than fifty-five persons are reported as unknown, which is a sad commentary on those who neglected an important duty in not registering the names of men when coming on board. Those thus lost will probably never be heard of by relatives or friends, and although lower in the ranks of duty on board, the family ties are as near and as strong as those occupying higher positions. There may be, and doubtless are, instances when it is not convenient to take the name of every one, passengers or otherwise, but the occurrences are very rare and there is no excuse for such neglect. There should be some law in regard to this matter, and one which would obligate the necessity of recording and leaving on shore the names of those going on board. Take, for instance, the schooner Mary A. Hulburt, lost on Lake Superior. Out of twenty men who went on board that ill-fated craft nineteen were unknown. The fact that they were laborers does not mitigate the sad affair. They were human beings who had friends near and dear to them at some point of the compass. A chapter much longer might be written on this subject but must be left for another time.

MARYSVILLE.

Special to the Marine Record.

Times are lively here. The propellers J. E. Mills and Point Albino are in the gravel trade. They employ eighteen men each, giving employment to all the spare men here. They think they will have gravel enough for six cargoes more. Two car tracks are used to convey the gravel aboard the boats, a horse being attached to each car, which loads a vessel in quick time.

An Indian, petrified, was found buried in the gravel pit. He has been there a great many years.

The steamers Conger and Pickup are running between Algonac and Port Huron. They are carrying now for 5 cents and other times they charge 10 cents. The price was 75 cents.

QUEEN OF THE LAKES.

The above is the name of a sidewheel iron steamer that Captain Jos. Lloyd announces that he has purchased from Dexter & Noble, of Eld Rapids, Michigan, at a private figure. She originally cost $37,000, but owing to the fact that she could only run fifteen miles instead of twenty, as called for in the contract the price was reduced to $27,000. She is 119 feet long, 29½ feet beam, has one boiler two engines, 18x24, and is capable of carrying five teams without unhitching and 400 passengers. She has cabins on the main and hurricane decks, and Captain Lloyd says that she has a perfect model and is in every way a beauty. She will no doubt prove just the boat for the Duluth and Superior route and as an excursion boat. She will be brought to Duluth as soon as possible in the spring.—*Duluth Times.*

The estimates of the chief engineer of the War Department of the amount that may be profitably expended during the ensuing year are as follows: For continuing the improvement at Au Sable, $32,000; Belle river, 2,000; Black lake, 20,000; Ceder river, 40,000; Charlevoix, 40,000; Cheboygan, 6,000; Frankfort, 50,000 Grand; Marias, 200,000; Lake Huron harbor of refuge, 125,000; Ludington, 40,000; Manistee, 50,000; Monroe, 2,000; Muskegon, 100,000; Ontonagon, 60,000; Pentwater, 40,000; Portage lake harbor of refuge, 140,000; St. John, 60,000; Saugatuck, 12,000; South Haven, 30,000; White river, 50,000; Detroit, river, 227,000; Hay lake, channel of Sault Ste Maria river, 500,000; Saginaw river, 200,000.

MARINE LAW.

AN INJURED SAILOR IN A HOME PORT NOT OBLIGED TO GO TO A HOSPITAL.

Supreme Court of Pennsylvania.

Judge Clark, of the Supreme Court of Pennsylvania, on October 29th decided the case of Dr. Joseph J. Cummings vs. H. P. Holt, et al, the owners of the tug boat J. B. Woodward, in which the court lays down the law that the Acts of Congress relative to hospital money for the relief of sick and disabled seamen do not repeal, but are auxiliary to, the general maritime law which obliges vessel owners to pay for the curing of a seaman for injuries and sickness occurring while in the ship's service. This decision affirms the ruling of the Court of the Philadelphia Common Pleas No. 3, which was in favor of Dr. Cummings for $111.30, and from which decision the tug owners appealed to the Supreme Court.

On August 14, 1880, John Harrigan, the engineer of the tug boat, which was tied up at a wharf in Philadelphia, was scalded by the blowing out of the tug's cylinder head. Dr. Cummings, a physician near by, was called in, and after dressing the man's wounds, the latter went to his home in that city, where he was afterwards attended by Dr. Cummings until a cure was effected. Harrigan had refused to go to a hospital, and the owners of the tug declined to pay the doctor's bill of $100, claiming that under he Acts of Congress such an expense ought o be borne by the Government since the custom house authorities had compelled them to pay hospital money for just such accidents. Had Harrigan gone to a hospital the Government would have paid for his treatment there.

Walter G. Smith for the owners argued that the ship is not responsible for the medical attendance of a seaman if he be taken home from the vessel. A sailor ought to remain with his ship, and if he is removed, as was necessary in this case, he cannot, at his election, choose whatever place he may wish for his recovery and demand the expense of his treatment. While it may be admitted that the Act of Congress is merely auxiliary to the already established law on the subject, it certainly ought not to be construed as to leave it to the sailor to say whether he will take the benefit of the law or charge his employers for medical attendance to any extent he may wish. The difficulty in this case is the overstraining of the ancient maritime law, and attempting to apply a rule applicable to seamen upon long voyages and upon the ocean, to the employe of a tug boat on the Delaware river, the longest voyage of which never occupies more than twenty-four hours.

Joseph P. Kennedy, Esq., for the physician: During all the period of the doctor's attendance, he having been called in by the captain of the tug, he looked entirely to the defendants for compensation. At common law the liability of the owner of the vessel for medical attendance to sick seamen is well settled, and it is immaterial that the sickness occurs at the home port. The engineer of a tug boat is entitled to all the rights of a seaman. The Acts of Congress in relation to hospital dues do not affect the common law of liability. The seamen themselves pay this tax, for it is deducted from their wages by the owners. The common law can only be repealed where the statute is clearly repugnant, which it is not in this case. The whole system of hospital dues is only an additional safeguard for the care and protection of seamen.

Judge Clarke's opinion is as follows:

"It is a general and well established principle affecting the rights and responsibilities of seamen, that the shipping contract, excepting as it may be modified by stipulation, includes the provisions of the law maritime. Made to be performed upon the highways of the seas, it must be read in the light of that peculiar system of the law which particularly relates to the affairs of the sea. The Atlantic 1 Abbots Adm. 476; the Crusader, Ware 448; Jameson vs. the Regulus 1 Pet. Adm. Rep. 212; Curtis on Merch. Seam. 106.

The system was referred to as it was then understood, in the second section of the Third Article of the Constitution of the United States, and thus adopted, it became the basis of the maritime law of the United States, and operates uniformly throughout the country. The Lottowana 21, Wallace 558. Whilst, however, the maritime laws of the United States are thus founded upon the general law maritime, as a basis, so far as unaffected by legislation, it depends in some respects, upon what has been received as law, and in the maritime usages of the country, as its minor provisions vary somewhat in different countries, according to the type and genius of the Government in which they are applied. This branch of the law, although peculiarly within the cognizance of courts invested with maritime jurisdiction, may be referred to in all our courts on maritime questions, as in general the courts of Common Law have concurrent jurisdiction with the Admiralty, in those cases which are promoted on the instance side of the latter court.

The right of seamen to be cured of sickness or any injury received in the ship's service, at the expense of the ship, is a rule regarded in the maritime law as forming part of the contract, and the decisions of the courts of the United States, and of the States, sanction the rule. Laws of Oberon, Art. 7; Laws of Wisbury, Art. 19; Laws of the Hanse Towns, Art. 39; Jacobsen 144; Abbott on shipping, 238; Curtis on Merch. Seamen 106, 111; the Atlantic 1 Abbott's Adm. 476; the brig George 1 Sumner 151; Reed vs. Canfield ibid 195; Holmes vs. Hutchinson Gilpin 447; Pierce vs. Patten ibid 435; Harden vs. Gordon 2, Mason 541.

John Harrigan was an engineer employed by the plaintiffs in error upon the tugboat J. B. Woodward. The home port of this tug was Philadelphia. As to the extent of the voyages made by it we are not informed; it is stated on the one side that they rarely exceeded four hours, on the other that they extended to ports on the Chesapeake and the Atlantic coast. If either statement be correct, we are inclined to believe that under the decisions of our courts this was a maritime service. A maritime contract is defined to be one which relates to the business of navigation upon the sea, or to business appertaining to commerce or navigation to be transacted or done upon the sea or in seaports; 2 Bouvier 154. Contracts relating to the interstate navigation of our inland lakes and great rivers, are not, in strict sense, maritime contracts, but they are within the Admiralty jurisdiction to the same extent as though they were arms of the sea and subject to tidal influences. The propeller Genessee Chief 12, Howard 443; Fretz' appeal ibid, 466. Thus, therefore, navigable rivers, where the tides of the sea ebb and flow are clearly within the Admiralty jurisdiction. Smith, vs. The Pekin 1, Gilpin 203; Wilson vs the Ohio ibid 505.

[*Concluded next week.*]

GENERAL NEWS.

Application will be made to the Canadian Parliament for a charter to construct a high level bridge across the St. Lawrence river at Quebec.

The North German Lloyds will run a direct steam line between New York and Gottenberg, Sweden, beginning on April 24th, 1884. It will be a monthly line.

Jay Gould's steam yacht Atalantia, which has been refitted at Philadelphia, goes to Charleston next week, where it will be joined by Gould and his family for a trip to Mexico and the West Indies.

A protest was entered for the damaged cargo of the Siberia before Judge Sutton. Out of the 60,000 bushels of wheat about 6,000 is damaged. The latter is advertised to be sold.

A hint is given to capatalists in Southern seaboard cities by the American Lumberman, which says that the largest vessels ever built in Bath and other shipbuilding towns in Maine were made of Georgia pine.

The Inter-collegiate Rowing Association elected Bird, of Princeton, President, at New York Thursday last, and decided to hold the regatta at Saratoga, July 4, in which the four oared shell race shall be the event.

Fifty-three men of the steamer Plantya, which sailed from New York November 11 for Antwerp, have been landed at Oporto, having been rescued from the wreck of their craft. There were sixty-one souls on board, and it is believed the eight persons missing were picked up by another vessel.

The ship Geo. S. Homer cleared at Portland, O, December 12, for New York. She is the first auxiliary steam vessel that ever cleared from the Columbia river and takes the first shipment of copper ore that ever crossed the bar. Her cargo is one of the most valuable that ever left Portland by a sailing, vessel being estimated to be worth $220,000.

Captain J. W. Brown made 148 trips through the St. Mary's river this season, with the Van Raalte without finding the bottom of the river once. He made 104 consecutive trips without missing being on time or failing to connect with a train. This speaks well for both steamer and captain.

The German Navy List for 1884 is just issued. The Imperial Navy now comprises thirteen ironclades, of which seven are frigates and six corvettes. There are sixty-one cruisers, of which twenty-one are corvettes and ten gunboates, besides thirteen ironclad gunboates and fifteen torpedo boats for coast defence.

Professor Baird, of the Smithsonian Institution, at Washington, says that the so-called sea serpent reported by Captain Green, of the life saving service, as having been seen off Long Branch, is the devilfish of South Carolina. It is a fish with projections on each side of the snout, by means of which it sometimes picks up the anchor of a good-sized boat and carries it off towing the boat at a high rate of speed to sea. One taken in the Delaware many years ago measured twenty-five feet across the flippers.

The steamer Reindeer, owned by Majures & Son, was swept away December 25 while attempting to make the landing at Pittsburg, and caught the guard of the Ben Wood, owned by John A. Wood & Son, and carried the Wood along. The velocity of the boats was frightful. The steamers Venture, Little Dick, and John Cash were badly damaged, and others slightly. At the dam the Reindeer parted in the middle and caught fire. She is a total loss. The crew were all saved, but had narrow escapes. The total loss will exceed $25,000.

POURING OIL UPON TROUBLED WATERS.

Following is a synopsis of a lecture by Dr. William F. Thoms, president of the Nautical School, 92 Madison street, New York.

Reported by our New York correspondent, G. Foster Howell.

The combing of the waves can be prevented by pouring oil upon the troubled waters. It is the combing of the seas that destroys. Rushing with tremendous force, they carry everything before them, swamping small vessels, tearing large ones to pieces, and making the staunchest steamship tremble. The fact that it is the "combers" that cause disasters to vessels was well-known to the ancients and oil was used by them to save their vessels from destruction. Oil is again being used by practical seamen to prevent disasters to their vessels from heavy seas. It is poured into canvas bags (known as duff bags,) and the bags attached to the vessel by long ropes. The oil escaping from the bags prevents the combers from forming and enables the vessel to ride safely on a smooth sea.

It is well known that the presence of oil or any visid substance on the surface of the sea would hinder the liquid particles from being disaggregated under the influence of the wind, and so forming a breaker. A fact which I have observed in the tropics furnishes an irrisistable proof of this. At night the phosphorescence of the waters reveals the presence in them of large masses of organic substances (molecules) which give these waters a greater cohesion and so oppose the disaggregation of the particles from their surfaces. Hence, the wake of the ship, luminous during the night, hardly produces any whitish foam during the day, and the ship, whatever her speed, glides over the seas, leaving scarcely any trace of its passage in daylight.

In this way the presence of oil or any vised substance prevents the formation of "combers," which are a horizontal motion of the waves caused by a translation of particles of the liquid surface when they reach the crest of the waves. The water becomes disaggregated by the force of the wind and by mixture with the air. Acquiring a whitish color they fall over in front of the waves in violent foam, the dimensions of which depend on the force of the wind and the size of the waves.

The same phenomena is observed in the absence of wind, when the swell from a distance breaks on a beach, only it has another cause, the retardation of the lower part of the waves through friction at the bottom. It is the swell which raises large vessels as well as small boats and causes them to roll, but is not dangerous except for fixed obstacles, such as breakwaters or jetties, against which the swell breaks. None of the facts recently cited appear to prove any sensible action of oil spread on the surface of the water on these undulations, and perhaps it would have been prudent to wait until experience has shown the reality of such action before seeking to explain it by calculation.

This might be expected when we realize the great depth of the motion of the liquid molecules which result in the succession of waves that catch the eye, a motion produced by the prolonged action of the wind and continued long after it has ceased. The oil, then, only prevents the breakers from forming. These breakers are observed in the open sea when a breeze begins to blow, and become more marked in proportion as the breeze freshens. Small vessels are in danger from it in the open sea, or near shore, when the breaking wave threatens to fill them. Large may receive dangerous shocks from vessels these breakers, especially if they are not protected.

"With anxious care he eyes each wave,
That swelling, threatens to o'erwhelm,
And, his storm-beaten bark to save,
Directs with skill the faithful helm."

TRIALS OF THE SCHOONER G. S. HAZARD.

Special Correspondence Marine Record.

CHICAGO, December 30.

The schooner G. S. Hazard, recently in Miller Brothers' drydock undergoing repairs, experienced a very rough time during her last trip from Buffalo to this port. She left Buffalo, laden with coal, on the 11th of November at 6 p. m., in tow of the tug Bryant, which attempted to tow her to the Union Co.'s propeller Rochester, lying outside waiting to tow her through to Chicago. The sea was so heavy that the tug could not make any headway and was being pushed stern first by the schooner when three other tugs went to their assistance and towed the schooner behind the breakwater. Her anchors were let go and she lay there until the next morning, when a heavy gale accompanied with snow caused her to drag her anchors, and she was driven ashore. Several tugs went to her assistance and succeeded in getting her off. She was towed into Buffalo harbor, where she lay until the following Thursday, the 15th, when she started again in tow of the propeller Rochester at 7 a. m. About 9 a. m. the tow line parted. The propeller rounded too and gave the schooner another line, and they continued on their course until 3 p. m., when the schooners' small boat was washed out of the davits, and her back ropes were carried away, and the Rochester ran back to Buffalo at 5 p. m., during a terriffic gale and snow storm, when it was impossible for those on board the schooner to see the Rochester so as to steer in her wake. The timberhead and cathead were torn out of the schooner and the tow line parted. The captain made for Buffalo, and at 6 p. m., when about two miles off the breakwater, he let go the anchors in eight fathoms of water and lay there until the next morning, when the tug Williams took hold of her and towed her into Buffalo harbor, where she got necessary repairs at the Union drydock. On the 18th she left Buffalo again in tow of the propeller H. J. Jewett. She got along well until the 20th, when, at 6:30 p. m., in a dense fog, the Jewett and Hazen both went ashore on Sand Beach, Lake Huron. The captain jettisoned about 190 tons of coal and the schooner was towed off at 2 a. m., on the morning of the 21st, by the tugs Crusader and Moore, and towed into Sand Beach harbor, where she lay until 2 p. m., when she was towed out into the lake by the tug Moore and proceeded alone. On the afternoon of the 23d, about five miles from Thunder Bay Island, the schooner's rudder post gave out. Sail was shortened and she got along all right until 10 a. m. on the 24th, when the wind hauled around to the northwest, and as she could not make headway the captain signaled the propeller Lehigh, of the Anchor Line, which came to their assistance and towed her into Cheboygan Bay. Her anchers were let go and she remained there until the 29th about noon, when she was taken in tow by the tug Leviathan. At 3 p. m., as it was snowing heavily, the anchors were let go off Mackinaw and the tug lay alongside of her until

the next morning, when they made another start. On December 1st, as it was blowing hard the schooner's anchors were let go under Plum Island, and she lay there several hours, when they again proceeded on their voyage and got off Milwaukee at 2 p. m. on the 2d of December. They went into Milwaukee for the tug to coal, and started for Chicago at 2 a. m.. of the 3d and arrived here at 9 p. m. on that day. T. W.

BOOK NOTICES.

The January Atlantic opens the new volume brilliantly. The place of honor is given to the first chapters of a striking serial story, "In War Time," a story of the War for the Union' by Dr. S. Weir Mitchell. Mr. Crawford's serial, "A Roman Singer," one of the strongest and most notable serial novels ever published in an American magazine, is continued, and will run through several more numbers. Henry James, who knew Turgenieff and greatly admired him, writes of him as an author and a man. Dr. Holmes has a poem, "At the Saturday Club," in which he pays noble and discriminating tributes to Longfellow, Agassiz, Hawthorne, and Emerson. Rev. Dr. A. P. Peabody contributes an article on "The Study of Greek," apropos of the famous address of C. F. Adams, Jr. Octave Thanet tells a very interesting story, "The Bishop's Vagabond;" H. H. writes entertainingly of "Chester Streets;" Richard Grant White adds "A Sequel to Mr. Washington Adams, in a Letter from Mr. Mansfield Humphreys;" Prof. E. P. Evans has a learned paper on "Hofiz of Shiraz;" E. V. Smalley surveys "The Political Field" from an unpartisan standpoint; and there is an unusually full department of reviews, and a varied Contributers' Club. The Atlantic is so sure to be excellent every month that it can safely be commended to every intelligent reader. Houghton, Mifflin & Co., Boston.

St. Nicholas for January makes its New Year's call with a bright table of contents and a brilliant list of contributors.

Louisa M. Alcott begins her promised series of "Spinning-wheel Stories" with a sketch of the "good old times" of seventy years ago, showing how Grandmother's wheel spun a tale of fun, war, love, and wolves, to suit the tastes of all her hearers.

The frontispiece is by Mary Hallock Foote, and H. H. opens the number with a complete and timely story of Colorado mining life, entitled "Christmas in the Pink Boarding-house."

Julian Hawthorne finishes his fanciful allegory," Almion, Auria, and Mona;" and Rose Hawthorne Lathrop contributes a merry tale of child life in holiday times, called "Fun Beams." Mayne Reid's serial, "The Land of Fire," continues to grow in interest, and is full of instruction in regard to the many peculiarities of that faraway region. H. H. Boyesen ends the first of his "Tales of Two Continents" with an exciting encounter; and W. O. Stoddard entertains his readers with the second instalment of "Winter Fun."

Among the poems are a fable in verse by Joel Benton; some jolly New Year's verses by Helen Gray Cone, with pictures by A. Brennan, who also illustrates a quaint little verse of his own, entitled "Lucy Lee from High Dundee;" and "The Ballad of Good Sir Urgan," by E. Vinton Blake, a mediæval poem, with spirited illustrations by Alfred Kappes.

An entirely new feature, inaugurated in this number and to continue throughout the year, is the St. Nicholas Almanac, which will give to young folks, in simple and popular form, the more important phenomena of our earth's relations to the heavenly bodies, and, in addition, some entertaining bits of fun, fable, and allegory relating to the various months and seasons.

The January Century. General Sherman's retirement from the army lends timely interest to the frontispiece of the January Century, and is evidence to the eyes that General Sherman has been retired by law before his bodily and mental powers have even begun to decline. His life, his character, and his services to the country are discussed by E. V. Smalley in a fresh and authoritative paper, which contains good anecdotes. General Grant has assisted in making the paper extracts and valuable with reference to war history by giving important information and by reading the proofs.

"Garfield in London" is an account, in the main, of President Garfield's experiences and impressions while in the British capital, being exact from his journal of his trip to Europe, in 1867, in company with his wife. His views on English politics and on prominent men like Bright, Disraeli, Gladstone, and Spurgeon, have a strong autobiographical interest.

The most interesting of French institutions, the Academy, with its "Forty Immortals," is made the subject of a gossipy paper, by the author of the striking biographical sketch of "Gambetta," which was printed in the Century for last March. Portraits of thirteen of the most widely known Academicians illustrate the writer's crisp characterizations. A portrait and biographical notice of the Hindoo girl, "Toru Dutt," calls attention once more to the remarkable command of English possessed by this young poet, who died when she was only twenty-one.

"In Wordsworth's Country" is an English prose pastoral by John Burroughs, who says that "Shakspear is the universal genius, but Wordsworth's poetry has the character of a special message, and a message special and personal to a few readers."

"Edinboro Old Town," by Andrew Lang, is the opening article of the number, and is profusely illustrated by Pennell. Both the writer and the artist have felt the romantic and picturesque influence of "Auld Reekie." In the "Log of an Ocean Studio" is described a vacation voyage to Europe of seven New York artists, who amused themselves with decorating one of the steamers cabins. The illustrations, taken for the most part from the cabin pictures, are by Wm. M. Chase. J. Carroll Beckwith, Frederic P. Vinton, Robert Blum, Arthur Quartley, A. A. Anderson and F. H. Lungren; C. C. Buel contributes the "Log."

"Husbandry in Colony Times," is perhaps the most popular of Dr. Edward Eggleston's studies of colonial life. Nearly every one of the chief staples of the country has a romantic history. Many curious illustrations add to the interest of the paper.

In fiction, the January number is notable for the conclusion of "The Bread-winners;" the third part of Mr. Cable's romance, "Dr. Sevier;" the second part of Robert Grant's New York story, "An Average Man;" and a humorous story by Frank R. Stockton, entitled, "His Wife's Deceased Sister."

The poetry of the number is contributed by Henry Tyrrell, Miss Caroline May, Henry Gillman, Mrs. Elizabeth R. Blanchardi, James Herbert Morse, and Miss Eliza Calvert Hall; and the "Bric-a-brac" verse by John Vance Cheney, Samuel Minturn Peck, Miss Grace Denio Litchfield, R. W. G., and others.

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Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

Eastward.	Arrive.	Depart.
Fast New York Express	*1 07 A M	*1 22 A M
N Y, B & A Express	*6 37 A M	*7 02 A M
Elyria Accommodation	†8 07 A M	.....
Port Clinton Accommodation	†10 37 A M	.....
Buffalo Accommodation	†10 37 A M	†10 52 A M
N Y & B Fast Express	*1 57 P M	*2 27 P M
Cin. & St. Louis Express	.....	*3 37 P M
Conneaut Accommodation	.....	4 22 A M
Nottingham [Sunday only]	9 44 P M	.....
Night Express	†9 42 P M	†10 07 P M

Westward.	Arrive.	Depart.
Fast Limited Express	*11 55 A M	*12 05 A M
Mich Express via Sandusky	*2 22 A M	*2 37 A M
Chicago Express via "	§6 07 A M	6 32 A M
Mich Accom, Norwalk	.....	†6 12 A M
Conneaut Accommodation	†8 12 A M	.....
Nottingham, [Sunday only]	4 17 P M	1 47 P M
Toledo Express via Norwalk	*12 52 P M	†3 02 P M
St Louis Ex via Sandusky	*1 02 P M	*1 25 P M
C P Ex via Norwalk	†6 02 P M	*6 32 P M
Port Clinton Accommodation	.....	† 4 32P M

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

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Cleveland, Columbus, Cincinnati and Indianapolis Railway.

The Great Central Trunk Route to the Ohio and Mississippi Rivers.

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CLEVELAND, OHIO.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 18th, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 1, Cincinnati & Columbus Express	*7:30 A M
No. 11, Indianapolis & Wheeling Express	6:40 A M
No. 17, Special Columbus & Cincinnati Ex.	1:20 P M
No. 3, Special Ind & St. Louis Express	*1:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*6:40 P M
No. 7, Gallion & C.L & W. Acc	4:30 P M
	Arrive.
No. 2, Col. & Cin. & Ind. Express	*6:40 A M
No. 8, Gallion & C. L. & W. Acc	9:00 A M
No 12, St. Louis & Indianapolis Express	3:05 P M
No. 6, Col. Cin. & Indianapolis Express	9:50 P M
No. 4, Columbus & Cincinnati Express	*3:20 P M
No. 10, Wheeling Express	6:45 P M
No. 14, Col., Cin & N. Y. Fast Line	1:10 A M

Trains marked * daily, all other trains daily except Sunday.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time. 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavitsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p m [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10 05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a m., Rochester 12:58 p. m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10 20 a m; 1:05 p. m., and 9:45 p. m.

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O R R., South Water street and Viaduct, Cleveland, O.

A. E CLARK, Gen'l Pass'r Ag't Cleveland. O.
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The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect Nov. 18. 1883, and until further notice:

GOING EAST.

Lv. Chicago	7.47 a. m.	.....	.....
Arr. Valparaiso	9.37 "	.....	.....
" Fort Wayne.	1.00 p. m.	.....	.....
" New Haven..	1.35 "	.....	.....
" West Leipsic.	3.45 "	.....	.....
" Arcadia	4.44 "	.....	.....
" Fostoria	4.57 "	.....	.....
" Green Springs	5.44 "	.....	.....
" Bellevue	6.12 "	.....	.....
Lv. Bellevue	6.22 "	7.52 a. m.	.....
Arr Cleveland	9.02 "	10.22 "	Accom.
Lv. Cleveland,	.....	10.27 "	3 52 p. m
Arr Painesville	.....	11.33 "	5·05 "
" Ashtabula	.....	12 25 p. m.	6.03
" Conneaut	.....	1.07 "	6.32 "
" Erie	.....	2.09 "	.....
" Dunkirk	.....	3.47 "	.....
" Buffalo	.....	5.22 "	.....

GOING WEST.

Lv Buffalo	9.47 a. m.	.....	.....
Arr Dunkirk	11.24 "	.....	.....
" Erie	1.23 p. m.	.....	Leave
" Conneaut	2.17 "	.....	6.17a. m.
" Ashtabula	2.50 "	.....	6.46 "
" Painesville	3 44 "	.....	7 43 "
" Cleveland	4.52 "	.....	8.57 "
Lv Cleveland	4.57 "	6.47 a. m.	.....
Arr Bellevue	7.37 "	9.17 "	.....
Lv Bellevue	.....	9.22 "	.....
" Green Springs.	.....	9.44 "	.....
" Fostoria	.....	10 22 "	.....
" Arcadia	.....	10 34 "	.....
" West Leipsic	.....	11.30 "	.....
" New Haven	.....	1 35 p. m.	.....
" Fort Wayne	.....	1 52 "	.....
" Valpraiso	.....	5.55 "	.....
" Chicago	.....	7.52 "	.....

Trains run by the Ninetieth Meridian Time, which is nine minutes slower than Chicago time, twenty-eight minutes slower than Columbus time, thirty-three minutes slower than Cleveland time, forty-four minutes slower than Buffalo time, and sixty minutes slower than the Seventp-fifth Meridien time.

For information, call on nearest agent of the Company, or address

B. F. HORNER,
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LEWIS WILLIAMS,
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Euclid Accommodation departs at 7:30 a m and 10:12 p m. All trains daily except Sunday.

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Published weekly at No. 2 South Water street, Cleveland, Ohio.

A. A. POMEROY, Editor and Proprietor.

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☞The Editor assumes no responsibility for the opinions of correspondents.

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ADVERTISING RATES.

Ten cents per line, nonpareil measurement, or $1.20 per inch, each insertion; four weeks $4.00; with a liberal discount on orders amounting to $40.00 or over.

FOR the twelve months ended November 30 the value of exports of the country exceeded the imports $120,000,000.

PRESIDENT Gorringe has over a thousand men at work in his shipyard, and has just contracted to build an iron steamship 265 feet long, to ply between Philadelphia and Baltimore. He now has on the stocks ten iron vessels of various kinds.

THE total number of sailing vessels of all the world is 48,704, measuring 30,648.377 Of these more than one-third carry the English flag, and less than one-twentieth that of France, which ranks seventh, being below America, Italy, Germany and Russia.

PROFESSOR Lewis Swift, director of the Warner Observatory at Rochester, N. Y., has discovered the Pons comet, of 1812, which at its first appearance had but one tail. It throws out two now, one seven and the other three degrees long, and is undergoing changes as it approaches the sun. It can be seen early in the morning without the aid of a glass. Professor Swift thinks the peculiar sunsets observed during the last two months are due to extraneous matter which enters into our atmosphere, causing a refraction of the red rays of the sun. He denies the theory, however, that the refraction is caused by atoms from volcanoes or earthquakes.

NEW YEAR SALUTATION.

With this issue the MARINE RECORD enters upon its sixth volume. It has become the standard. Were it not for one thing we should say no more. This announcement, like Cæsar's dispatch, informs our friends that we intend to remain. We do not propose to vex the reader with a recital of our trials or struggles. Whatever they have been, we know that his own have been as great, so on that score we can mutually congratulate and drop the subject. But we have received from subscribers and those with whom we have had business transactions so many warm words of praise for our progressive improvements, and cheering notes of approving satisfaction that we feel in duty bound to thank them as cordially as we know how. We are entirely satisfied with the growing popularity of the RECORD; the promise for the future is still more hopeful, and many things appear to a retrospective glance that give us pleasure; but these letters of commendation to which we have referred, are the lighthouses, the invigorating breezes from the shore that have given us the most satisfaction. It would be gratifying to us to print some of these cheerful words, but possibly an infliction to the reader. We have been favored by good and reliable correspondents at many of the prominent ports, to whom we are largely indebted for the complete record of shipping news we have printed each week, and the fact that their labors are appreciated is evidenced by the largely increased circulation, concerning which we are chiefly gratified, as it gives us the certain knowledge that we are rendering to our readers and advertisers a full return for their investments. The fact that the RECORD is the only marine paper on the lakes necessarily makes it valuable as an advertising medium and we hope soon to place the cards of many more firms in its columns as a ready reference for those interested in marine goods. Among the additions we intend making next season, aside from matters directly concerning vessel interests, is a full and complete yachting department, having secured a yachting editor for that purpose, so that the pleasure craft of the lakes will have a representative as well as those of business. We need not tell the observant reader that the season's summing up, published last week, was actually the most complete ever given, and valuable for reference purposes. The record of new tonnage, showing where vessels were built, their measurement, valuation, etc.; the lost tonnage, showing where lost, age and value; and the casualties for each month, giving losses on hull and cargo, all over the lakes make a compendium of facts which could not well be spared by any mariner on the lakes. The record of quick trips, vessel sales, navigation incidents; deaths, natural and and accidental; shortages, and other matters combine to make the number quite invaluable. From time to time we shall improve upon this as well as other matters. The MARINE RECORD has been under the present management only six months, barely time to have executed the best laid plans, and we crave a little leeway in view of such circumstances. In the future we shall ask no indulgence. We believe we see the course clear to making the paper better and more readable than it has been heretofore, and with the permission of Providence we shall accomplish our aim. We wish our friends, one and all, a happy new year, and wish to express a hope that we may greet you again on the threshold of 1885, meaning that we desire all to renew whose subscriptions expire with 1884, notice of which will be sent in due time. We think you cannot make a better investment, knowing as you do that the RECORD is devoted entirely to your interests.

SHIPBUILDING.

The chances are that something will be done in Congress this winter to stimulate shipbuiding in the United States. Several bills have been introduced and measures of investigation have been taken by the Government itself, although President Arthur sacredly abstained from advancing any suggestion for the improvement of navigation or for the encouragement of shipbuilding in his message. Without reference to the particular form of stimulation or its probable effect, these measure show the prevalence of a decided opinion that it will hardly pay the United States to remain quiescent in the matter of shipbuilding when foreign goverments are making every endeavor to get a share of the ocean traffic. Sometime since the State department instructed the United States consuls in France to furnish information as to the operation of the law of 1881 giving bounties for gains in the tonnage capacity of vessels, for engines and machinery placed on board of steamers and for the building of steamers. The consul at Marseilles says since 1880 there has been a decrease in the number and tonnage of sailing vessels registered there but an increase of steam vessels. Since the promulgation of the law several large shipyards have been established which now are at work on eighteen or twenty steamers The consul at Havre reports that the offers of large bounties to builders and owners of vessels begat a wild mania for speculation. Great companies were hastily organized and shipyards established in all the seaport cities, and orders for ships came faster than they could be filled. Fortunes were to be made in a few days. Many of the vessels, however, could not be navigated after they were launched on account of faulty construction. The excitement has nearly subsided and it is believed in the long run that the act will be beneficial. The consul at Nantes reports that business and commercial interests favor the project inaugurated by the law of 1881, and there is a growing demand for iron vessels of heavy burden propelled by steam, nearly all the vessels now under construction being of this class. Of course legislation in this country will have to be adopted with an eye to avoiding the wild operations reported by our consuls. Though the most liberal bounties are offered there is little danger of the impetuous nature of the French being imitated by cool headed Americans. It is gratifying to see that steps are being taken to learn the best method of proceedure, and with such examples at hand there is not much danger of rushes.

OBITUARY.

Captain George R. Hand died at his residence in Buffalo on Tuesday, January 1st, of neuralgia of the heart and stomach, to which he has been subject for some years, and which finally ended in paralysis. Captain Hand was about 68 years old and has been identified with marine matters since his boyhood, and was perhaps as well known and highly esteemed as any man on the lakes. Captain Hand was born in Westchester county, N. Y., April 9, 1816. The family soon afterward moved to Ohio and settled in Sandusky, where George formed an attachment for the lake, and at the age of seventeen he was made master of a schooner. From then until he quit sailing in 1858, twenty-five years, he acted as master of different sail and steam craft plying between Oswego and Buffalo and Chicago.

In 1858 Capt. Hand removed from Sandusky to Cleveland and engaged in the tug business. In connection with Joseph Greenhalgh, of Cleveland, Captain Hand bought the tug E. S. Bemis, of Buffalo, and ran her for a time himself. He then built at Cleveland the tug G W. Gardner, which is yet doing service at Chicago. He commanded her for a season, and then selling out his interest in the Bemis, took the Gardner to Buffalo in the fall of 1862, and since then Captain Hand has been continuously in the business at that port. Soon after this he formed a connection with Captain Thomas Maytham, which resulted in the organization of a tug association on Jannary 3, 1867. At Sandusky Captain Hand was married to Mary Stanberry, who survives him and is also in her sixty-eighth year. He also leaves one daughter, Mrs. F. Wilson, of Albion, N. Y., and two sons. Captain Hand's son James H. was killed by an explosion on the tug R. R. Hafford at Buffalo in 1875.

Four of Captain Hand's brothers like himself, followed the sea; but one is now alive—Henian Hand, resident in Sandusky, Captain James Hand, one of the brothers was lost with all hands from the schooner C. C. Griswold, on Lake Superior, in 1872. His two sons, Captain Austin Hand and Elmer Hand have been in the tug business at Buffalo, for years. The funeral services will be held today, and the remains will be conveyed to Sandusky.

NAUTICAL RECEPTION.

The thirty-fourth annual reception of the Nautical School, 92 Madison street, was held on New Year's day. Two thousand of the graduates of the school were in the naval service during the late war. The reception wasunder the auspices of the Seamen's Aid and Protective Association.

ELECTION OF OFFICERS.

At the meeting of the M. E. A., held on the 27th of December, 1883, William Kennedy and C. M. Stoddart were elected delegates to the National Convention, to be held at Pittsburg, Pa., on the 8th inst. The following officers were alos elected to serve association No. 2 for the ensuing year:

Worthy President, O. N. Steel; Worthy Vice President, James L. Chase; Worthy Recording Secretary, J. V. Woods; Worthy Financial Secretary, Dewitt Ramsey; Worthy Corresponding Secretary, John Thomson; Worthy Treasurer, Robert S. Hay; Worthy Chaplain, Wm. Symple; Worthy Conductor, John T. Mead; Worthy Door Keeper, Warren G. Tilden; Trustees, James L. Chase, O. N. Steel.

TRYING TO SAVE FUEL.

A Buffalo correspondent of the Coal Trade Journal writes as follows in regard to the different methods that have been tried to reduce the consumption of fuel:

It is interesting to note the different schemes and devices which are being tried to effect a saving in fuel, or at least in the cost of producing steam at our factories. Beginning with dampers and ending with smoke consumers, I think there is hardly anything worth trying that has not been tested thoroughly here. The progress of retrenchment is about in the same direction with all consumers. Starting with Brier Hill or some other first class coal they go down through the gamut of prices and qualities until they have tried about all, and then each consumer will select what seems the most economical to him and will settle down to using it regulary. Some burn shavings, others tanbark, and where these will not give them steam enough they mix in nut and slack soft coal. To others the shavings and tanbark are not considered worth the haulage, which is about all they cost. Some having plenty of boiler surface and consequently lots of steam to spare, have rigged up to burn hard coal, pea and dust of screenings, also soft nut and slack or the slack. There seems to be no doubt about a pound of such coal containing as much heat as a pound of the same coal when used in larger lumps but in order to get the proper combustion, the grate bars have to be close together to save waste and blowers are introduced. At one of our gas works coal tar is blown into the fire chamber through pipes separating the tar into atoms, which ignite, filling the chamber with flames making a roasting hot fire. Smoke consumers are numerous and also methods for partially heating the water before it passes into the boiler in order to save the cost of evaporation. In colder weather consumers generally take a little better grade of coal as the cheaper grades will not stand forcing too much. In the summer almost every thing comes into requisition. The coal business has been under the ban of soft weather and our dealers are looking for a change.

A TERRIBLE RECORD

During the year of 1881-82 there were 3,600 shipping disasters immediately around and on the coast of the United Kingdom and resulting in the loss of 1,097 lives. the corresponding number for the year 1880-81 being 984. This total of wrecks includes all sorts and classes of marine accidents, namely, wrecks involving total loss, partial loss, collisions, etc. The annual totals of the shipwrecks which have occurred on its coasts since 1854 have been as follows:

1855	1,141	1869	2,114
1856	1,153	1870	1,502
1857	1,143	1871	1,575
1858	1,170	1872	1,958
1859	1,416	1873 (1st 9 mos.)	667
1860	1,379	1873-4	1,803
1861	1,494	1874-5	3,590
1862	1,448	1875-6	3,757
1863	1,664	1876-7	4,164
1864	1,599	1877-8	3,641
1865	1,656	1878-9	3,002
1866	1,860	1879-80	3,510
1867	1 090	1880-1	3,575
1868	1,747	1881-2	3,660

Thus, in rather more than a quarter of a century there have been 59,075 wrecks, involving the loss of 20,631 lives.

IRON MARKET REPORT.

CLEVELAND, January 2.

But little movement is reported, as the dullness usual to holiday week prevails. Prices remain unchanged.

CHARCOAL PIG IRON.

No. 1 Lake Superior charcoal	$23 00@25 00
No. 2 Lake Superior charcoal	23 00@25 00
Nos. 3 and 4 Lake Superior	23 00@26 00
Nos. 5 and 6 Lake Superior	23 00@25 00
Nos. 1, 2, 3, 4, 5, Salisbury	35 00@37 00
Southern charcoal irons	28 00@33 00

Reported by E. L. Harper & Co., Cincinnati.

The business of the week has been an active one in figuring, and the preparations for consummating very numerous trades are extensive and complete. As to what the harvest will be, remains to be realised. Favorable brands are already well sold up and furnacemen are disinclined generally to contract for extended future deliveries at current prices. Mill proprietors, in view of the improved demand for finished iron are feeling most cheertul and independent, one of the largest producers is getting two dollars per ton higher than ten days ago. The foundries are active the season considered.

We quote as prices current.

FOUNDRY.

Hanging Rock Charcoal No. 1	$22 50 to $23 50
Hanging Rock Charcoal No. 2	21 25 " 22 25
Strong Neutral Coke No. 1	19 00 " 20 00
" " " No. 2	18 00 " 19 00
American Scotch, No. 1	18 00 to 19 00

GREY FORGE.

Neutral Coke	$16 25 to $16 75
Cold Short	16 00 " 16 50

CAR WHEEL AND MALLEABLE.

Hanging Rock, strictly cold blast	$ 27 75
" " warm blast	24 00 " 24 50
Lake Superior "Vulcan" all grades	24 00 " 25 00
Southern Car Wheel, strictly cold blast	26 50 " 27 50

THE LATE CAPTAIN JOHN M'KAY.

There was probably no steamboat man on the chain of lakes better known and more popular than the late Captain John McKay, master of the ill-fated Manistee, which foundered on Lake Superior during the night of November 15. He had been a sailor, one might say, from his infancy. He was born of sailor stock, was first mate of one of the finest steamers on the lakes at 18 years of age, and at 20 was placed in command of the steamer Mineral Rock, owned by J. T. Whiting & Co., of Detroit, and running in the Lake Superior trade. He was master of the Mineral Rock for five seasons. He subsequently sailed the steamers Concord, Superior, St. Paul, City of Duluth, and for the past ten years the Manistee on the Lake Superior South Shore route. On this route, which pleased him better than any other, and upon which his life was finally sacrificed, he was familiarly known, and was a genial companion and valued friend of every business man on the shore, and many a better

and safer boat passed leaving passengers who preferred traveling with Johnny McKay."

McKay's Harbor a town on the north shore of Lake Superior, of considerable importance, is named in his honor, showing how popular he was among the people who know him. As a navigator he had no superior. He was a part of his ship always, as much as any timber in her. He was always at his post, and never let anything stand between him and his duty to his boat and employer. He was a kind-hearted and generous to a fault. Among the men who follow the lakes for a living there are many who can testify to his generosity. Never did a brother sailor in distress apply to John McKay in vain. He loved his friends, and was forgiving to those who trespassed against him. It may truly be said of him, "This was a man." He is gone, and none will ever know the exact circumstances of his death; but we know whatever was in the power of a sailor to do to save his ship and passengers John McKay did. But it was impossible for him to abrocate the decree of providence, which had condemned the Manistee. Always faithful to his trust in life, we know he was faithful unto death. The sea is a fitting grave for him, but with him there went down a great and tender heart. It will be long before we look upon his like again.

NAVAL AFFAIRS.

The report of the commissioners of the navy yards calls attention to the depreciation in the military marine of the country as a consequence of the decadence of its merchant marine, and says that in 1860 the tonnage of the United States engaged in foreign trade was 2,546,237 tons, placing us second on the list of maritime countries and our fighting ships commanded universal admiration. In the twenty years just passed, while the tonnage of our great commercial rival increased 50 per cent, our tonnage dropped to 1,352,810, placing us third on the list of maritime countries. Our carrying trade has been wrested from us, and we have not a single fighting ship to bear our flag upon the seas. The United States would in anticipation of war, require five naval rendezvous, viz., on Narragansett Bay, Chesapeake Bay, at Key West, San Francisco, and on the lakes. With respect to Mare Island navy yard, the commissioners say of its advantages: Its approaches may be successfully defended against attacks of a powerful enemy; it is far enough removed from sea to be beyond the reach of guns of the longest range or any possibility of being captured by coup de main, and yet not so far as to make it difficult of access. The adjacent harbor is good and perfectly secure in all weather; the channel is deep and never obstructed by ice; the climate is even and salubrious all the year round, and suitable for our out door work, drydocks or basins may be constructed at a reasonable cost. The yard is convenient to railroad communications, which center opposite the shore of Napa Straits and on the shores of the Straights of Carquinez, about a mile distant. A convenient supply of fine timber for wooden ship building is practically inexhaustible. There is no difficulty for our heaviest draught ships going up to the quay at any stage of tide.

The disadvantages of the yard are summoned up as follows: A fleet at the Golden Gate could blockade it. The immediate approaches to the yard are without defenses. Abounding in the finest timber lands, California is deficient in supplies of coal, so essential to the navy of the present day and to warfare on the ocean. Mechanics are scarce, and for any work beyond the current needs of a yard, labor would have to be brought from San Francisco at no little expense and loss of time. There are no private establishments nearer than San Francisco for repairing ships and engines to suppliment the government plant. The supply of water is limited. The commisioners recommend the retention of this yard, as it it the only one on the Pacific coast, and fulfills most of the requirements of a perfect site. They do not consider the question of its sale open to discussion. Concerning the naval stations on the lakes the commissioners say the great importance of naval operations during the war of 1812, and the exposed condition of that portion of our frontier and the enormous amount of property on those waters belonging to our citizens and liable to destruction in the event of war, admonish your commissioners not to recommend the adandonment of the only naval station, whatever its demerits. We now hold that quarter of the situation at Sackett's Harbor good. But there are about four acres of land only without plants or improvements of any value. There is no demand for it for commercial or other uses. Its retention does not therefore involve appreciable expense. The commissioners recommend that the navy yard at New London, Conn., be abandoned and all the rest maintained, and urge the importance of preparation in time of peace for war. "War," they say, "is a heritage of man, and for the people of the United States. History will have been written in vain should they delude themselves with the idle hope of perpetual peace; and when war does come in these modern days it is swift and terrible. Exposed and unprepared as we are, the damage that could be inflicted upon us ere the note of warning was well sounded would be beyond calculation. But unmindful of the great lessons of war, we wait for the emergency hour to force us into measures that should have already matured. Of all the methods that have been found most wasteful the panic caused by the Virginius affair cost the country $5,000,000 without adequate return. It is the popular belief that our traditional policy of peace can be easily maintained by reason of our isolation and freedom from the entanglements which so frequently disturb the relations of European powers, but this is a delusion. We have, in common with all maritime countries, interests which in our duties we are bound to support.

The present disturbed condition of affairs on the Asiatic station, the construction of the Panama canal, the interpolation of the Monroe doctrine into our political creed; our growing commerce on the Pacific, and the naval strength developed in the rising powers of South America are each and every one subjects prolific of questions of serious import to the people of the United States. Their government may any day be called upon to take its stand and carry into effect the broad and enlightened principles which have characterized its foreign policy. To do this and exercise the moral influence which belongs to us of right as one of the wealthiest and most liberal members of the great family of nations, a certain reserve force is absolutely essential now; but more particularly the condition of our navy yards may be regarded as part of that reserve and as an exponent of our naval power. The logical deduction therefore is a power must be developed or our foreign pelicy be abandoned if we would avoid national humiliation. The commissioners conclude their report as follows: "It only remains to answer a portion of the act which calls for a report on any other facts deemed useful or advisable in regard to this question.

The most prominent 'facts' which come to the notice of your commissioners in connection with the subject are want of proper organization in the working forces of our navy yards, the multiplicity of ships of the same class, a diffusion of work unnecessarily extended in area, want of uniformity in the transaction of business, and an objectionable method of keeping accounts (no reflection upon individuals intended,) as these evils result radically in a defective system. True economy therefore can be reached, not by selling any navy yards, but by remodeling the naval system of our administration and placing it upon such a sound basis that the government will receive adequate return for liberal sums annually voted to the maintenance of a navy."

LAKE COMMERCE.

Appended is the annual report of the collector of customs for this district, showing the quantitity of merchandise and the value thereof, imported and exported during the season of navigation of the year just ended, at the ports of Lorain, Cleveland, Fairport, Ashtabula, and Conneaut.

CLEARED COASTWISE.

Articles.	Value.
Axles, car	$400
Acid	63,414
Apples	3,861
Barrels, empty	1,324
Boilers	500
Butter	150
Baskets	200
Brick, fire	2,040
Bolts and nuts	255.076
Beef	100
Coal, tons, 754,891	2,364,673
Coal, fuel, tons, 238,887	716.661
Chain, tons, 117	23,400
Cows	75
Coke	5,403
Cheese, boxes, 5,248	31,488
Car springs	11,040
Castings	10,200
Corn, bushels, 70,478	42,287
Cork	9,080
Chestnut, bushels, 75	225
Express	200,000
Engines	20,000
Earthenware	23,400
Foundry facings	1,578
Flagging, tons, 4,525	53,100
Fertilizer, barrels, 126	550
Feed	4,680
Flour, barrels, 5,160	30,960
Fire clay	500
Fruit, packages, 24,999	49,998
Felt	714
Glassware, packages, 15,227	76,135
Grease, axle	864
Gravel	3,720
Horses	5,000
Hair	500
Household goods	7,000
Hay	50
Hardware	105,630
Hides	1,700
Iron, merchant's, tons, 25,751	1,546,060
Iron roofing	10,000
Iron, pig, tons, 2,086	92.153
Iron, gas pipe	28,100
Iron, railroad, tons, 31,524	1,260,960
Iron, splices	34,580
Iron, scrap	4,000
Iron, spiegel	1,600
Iron, water pipes	12,500
Iron, spike	13 863
Locomotives	20,000
Lard	600
Merchandise	26,450,900
Marble	1,500
Machines, mowing	13,400
Machines, sewing	2,000
Molding sand	600
Nails, kegs, 213.064	639,192
Nuts, pea	75
Oil, carbon, barrels, 169,589	837,945
Oil, lubricating, barrels, 17,488	438,200
Oysters	11,016
Onions	135
Oats	180
Plaster	500
Powder	124 220
Paint	8,000
Potatoes	2,201
Pork	340
Rubber goods	140,080
Rags	500
Rope	1,300
Sash weights	400
Stoves	20,350
Soap	6,036
Stoneware	7,897
Stone, block	11.500
Stone, grind	480
Sugar	795
afes	42,000
Salt	1,719
Steel	10,500
Stoves	2,800
Tea	960
Tar	836
Tobacco	8,000
Vegetable	270
Varnish	2,160
Wire fence	12,840
Wine	150
Wagon springs	200
Wagons	13 900
Wheat, bushels, 616 471	971,471
Total	$36,923,207

ENTERED COASTWISE

Apples	81
Alcohol	1 056
Barrels, empty	13,384
Beans, bushels, 3,930	9,825
Barley, bushels, 1,642	1.477
Burr, blocks	4,900
Boots and shoes	8,540
Copper, tons, 3,285	1,642,500
Corn, bushels, 15,000	9,000
Carboys, empty	2,578
Crackers	6,850
Cheese	898
Canned goods	6,822
Cement	27,168
Cars, hand	3,100
Elbows	1,101
Express	46,590
Engines	1,000
Eggs	210
Fish, fresh	65.776
Fish salt	21 985
Firtilizers	21,125
Flour, barrels, 2,798	16,788
Feed	1,080
Fruit	10,548
Grease	5,330
Glassware	530
Hams, tierces, 3,284	118,224
Hoops	557
Horseshoes, kegs, 5,137	20,548
Heading	2,940
Hardware	4,880
Horses	3,700
Hou-chold goods	3,300
Hides	2,502
Iron ore, tons, 1,544,428	10,038,782
Iron, pig, tons, 23,810	595,250
Iron, castin	840
Iron, scraps	88, 00
Iron, bloom	81,560
Iron, railroad, tons, 553	22,120
Ice	13,205
Iron, merchants	45,780
Iron, bridge	15,000
Jelly	8'148
Jute	161,100
Lumber, Ms, 350,696	10,520,880
Lath, Ms, 36,807	92,018
Merchandise	26,421,300
Malt	21,330
Marble	10,500
Oil, linseed	5,016
Pickets	55
Paper	1,158
Potatoes	2,172
Peas	555
Pickles	9 0
Posts, cedar	14,844
Poles, telegraph	125
Paint	1,250
Rags	25.150
Rubber	500
Shingles, Ms, 102,430	307,290
Stone, lime, cords 29,406	205,842
Soda, ash	11,500
Stoves	71,300
Steel	940
Seed, flax, bushels, 43,317	54,700
Sulphur	2,500
Staves	6,140
Soap	8,325
Spiles	844
Stone, paving	630
Salt, barrels, 50,225	62,781
Stone, grind, tons, 3,977	47,724
Tobacco	120,000
Tin, plate	1,750
Ties, railroad	27,7 5
Vinegar	4,062
Wheat, bushels, 234,902	234,9 2
Wire	275
Wagon springs	600
Wagons	1,600
Wood	460
Wool	1,840
Water, mineral	105
Wine	19,560
Total	$51,548,396

Included in the above is the following from Ashtabula:

ENTERED.

Ore, tons, 660,354	4,292,301
Lumber Ms 2,871	86,140
Lath Ms 860	2,150
Shingles, Ms 1,543	3,629
Stone, lime, cords, 631	4'411
Posts cedar	438
Pickets	55

CLEARED.

Coal tons 137 856	452 961
Coal for fuel tons 13 131	

LORAIN, ENTERED.

Ore tons 25 699	163 144
Lumber Ms 7 540	226 000
Lath Ms 960	2 250
Shingles Ms 750	2 250
Stone lime cords 650	4 550
Ties railroad	12 000
Salt barrels 975	1 219

LORAIN, CLEARED.

Coal tons 38 610	115 830

ENTERED FAIRPORT.

Ore tons 39 785	258 602
Lumber 1 080	32 400
Lath Ms 427	318
Shingles Ms 500	1 500
Stone lime cords 914	6 368
Ties railroad	2,100

ENTERED FOREIGN.

Apparatus scientific and philosophical	$5 317
Artificials	2 965
Anvils	1 160
Ale ginger	162
Books	9 439
Buttons	686
Beads	605
Barley	2 122
Brass manufactures of	214
Cotton manufactures of	69 396
Crockery	7 120
Clocks	161
Chain	829
Cigars	1 052
Canned goods	1 232
Corks	23
Chinaware decorated	940
Drugs and medicines	17 849
Eggs	127
Flax manufactures of	39 099
Fruits	1 268
Fish fresh	435
Furs	5 739
Glycerine	14 531
Guns	717
Glass manufactures of	11 269
Gold manufactures of	2 939
Household goods	2 748
Horses	100
Iron manufactures of	5 637
Iron hoop	3 383
Iron spelgel	15 543
Iron ore	18 064
Leather manufactures of	591
Liquors	8 870
Logs	6 862
Lumber	1 450
Musical instruments	7,899
Musical instruments, strings for	1,273
Marble and manufactures of	428
Metals, manufactures of	2,615
Machinery	949
Oils, essential	359
Oil, olive	734
Oilcloth	227
Perfumery	821
Paper, manufactures of	2,476
Paints	2,081
Paintings and stationery	9,648
Rubber, manufacures of	84
Rope, wire	13,423
Steel, manufactures of	12,850
Salt	791
Silk manufactures of	16 925
Soap	173
Sundries	4 566
Stone paving	1 615
Stone manufactures of	155
Spices	9 359
Staves	1 530
Slate manufactures of	381
Seeds garden	515
Tin and manufactures of	1 101
Ties railroad	2 647
Tobacco	1 681
Wood manufactures of	5 470
Wood fire	3 778
Wool manufactures of	88 890
Wine	13 788
Total	$458 690

CLEARED FOREIGN.

Acids	24,853
Coal tons 270 235	655 336
Chemicals	18 249
Grease	1 084
Glassware	1 427
Household goods	1 252
Iron, manufactures of	454
Iron, machinis.s	1 680
Mschines, sewing	1 970
Meal corn	100
Merchandise	258
Oil carbon	14 326
Oil lubricating	263
Powder	2 249
Stone block	12 944
Stone grind	12 789
Stoneware	530
Staves	570
Wood manufactures of	2 290
Total	$952 633

Vessels engaged in foreign trade entered into and cleared from the district of Cuyahoga,

Entered. Number.	Entered. Tonnage.	Cleared. Number.	Cleared. Tonnage.
322	66,243	398	100,082

Included in the above is the following:

ASHTABULA.

Entered. Number.	Entered. Tonnage.	Cleared. Number.	Cleared. Tonnage.
12	3 233	15	4 650

LORAIN.

Entered. Number.	Entered. Tonnage.	Cleared. Number.	Cleared. Tonnage.
61	12 547	101	10 666

FAIRPORT.

Entered. Number.	Entered. Tonnage.	Cleared. Number	Cleared. Tonnage.
2	38	1	19

Vessels engaged in the coastwise trade entered into and cleared from the district:

CLEVELAND.

Entered Number	Entered Tonnage.	Cleared Number.	Cleared Tonnage.
322	1 128 146	2866	1 109 143

ASHTABULA.

Entered. Number.	Entered. Tonnage.	Cleared. Number.	Cleared. Tonnage.
624	418,064	610	410,581

LORAIN.

Entered. Number.	Entered. Tonnage.	Cleared. Number.	Cleared. Tonnage.
2 30	56,430	178	52,921

FAIRPORT.

Entered Number.	Entered Tonnage.	Cleared. Number.	Cleared. Tonnage.
67	26,109	64	25,494

CONNEAUT.

Entered. Number.	Entered. Tonnage.	Cleared. Number.	Cleared. Tonnage.
24	671	19	526

In a recent letter to the Scientific American Mr. R. B. Forbes, of Milton, Mass., advances a project for saving life and property, especially at sea. Mr. Forbes, whose large acquaintance with all marine matters entitles his views on this subject to great weight, proposes to "pack all valuable goods in a form to stow close," instead of stowing them loosely and in common boxes. A very strong point in favor of this system is that if a steamer goes ashore and staves a hole in each of her compartments very little water would enter to fill up the spaces between the packages, and as Mr. Forbes says, "every one of these packages, if duly immersed, instead of soaking up much water, destroying or damaging the contents and assisting to sink the ship or keep her on the rocks, would in a great measure assist to float her." If the cargo were stowed in watertight casks it could also be saved from many wrecks in good condition.

What our merchant marine wants and needs is less restrictive legislation. It is burdened with excessive charges, with petty and annoying fees, which, though small in themselves, together make quite a tax, and it is checked in its development by an illiberal commercial policy. It has moved in but one direction since the war, and has become each year a less and less important factor in the foreign commerce of the country. There ought to be no difficulty in passing Representative Dingley's four measures.

THE MERCHANT MARINE.

Additional vessels laid up as follows:

BUFFALO.

Propellers—Badger State, Arctic, Milwaukee, Empire State, Fountain City, Annie Young, St. Louis, Avon, Russia, Scotia, Nebraska, Colorado, China, Araxes, Winsow, Arabia, Idaho, Philadelphia, City of Duluth, Blanchard, Japan, Nyack, Rochester, Edward Townsend.

Schooners—W. S. Crostwhwaite, P. R. Locke, Lizzie A. Law, D. S. Austin, Marie Martin, Allegheny, Annie Sherwood, Ironton, Louise, Bedwing, John Wesley.

Steambarges—City of Rome, Alpena, Nevada, Hecia, H. D. Coffinberry.

Barges—Dan Rogers, Cyclone, Banner, Col. Brackett, E. Cohen, L. W. Drake, Annie Vought, John Breden, Golden Rule R. N. Rice.

Harbor tugs—G. R. Hand, S. E. Bryant, Edward Fiske, J. B. Griffin, Compound, B. F. Bruce, Lorenzo, Dimick, Mary E. Pierce, J. L. Williams, A. P. Dorr, Orient, James Ash, R. F. Goodman, J. F. Behn, Alpha, J. M. Moore.

ANDUSKY.

Steamers—R. B. Hayes, N. Walter, Ella G. J. W. Tutts.

Tugs—P. L. Johnson, Myrtle, Mystic, Cal Davis, Annie Robertson.

Steambarges—Ohio, Yosemite, Westford, Bessie, Red Jacket, T. Shephard.

Yacht—Clive.

Schooners—Joseph Paige, Lucerne, King Sisters, Irene.

Barges—Monitor, C. N. Ryan, Fostoria, Wend-the-Wave, H. S. Walbridge, Saginaw, L. B. Crocker, Emeu.

Scows—Dawn, Mary Ellen, Morning Lark and Cordelia.

LORAIN.

Steambarges—Lucky Boy, S. H. Hubbell.

Schooners—Montcalm, J. R. Pelton, J. L. Quinby, H. A. Kent, Thomas Gawn, Sumatra, Genoa, John Tibbetts, N. C. West, Southwest, Conrad Reed.

Scow—M. O. Keys.

REDNORSVILLE.

Schooners—A. Stone, Forest Queen.

OWEN SOUND.

Steamers—Campana, Frances Smith, Magnet, Africa, Enterprise, Georgian, C. N. Pratt, A. E. Neff, Kendrick, Meteor, Fortune, Secord, W. T. Robb, Matham.

Schooners—Lilly Hamilton, Lady Macdonald, Bentley, J. C. Woodruff, Annie Foster, Restless Phœbe Catharine, Fairy Queen.

BELLEVILLE.

Steamer—Prince Edward.

Schooners—A. G. Ryan, Picton, L. D. Bullock, George Suffel, Belle of Hamilton, Mary Foster, and Belle of Port Dover.

Steamyachts—Rosamond, Ometa, and Annie Gilbert.

Scows—Glasgow, Frank Smith, and Pride of America.

Tug—Eliza Bonar.

SHEBOYGAN.

Schooners—City of Sheboygan, Oscar Newhouse, Evening Star, Charlotte Raab, J. E. Green, Eureka, Guido, Una, Maggie Johnson, J. A. Holmes, J. H. Sevens, Clara, Mary, Day Spring, Petrel, Dawn, Elva, C. Gordon, Industry, Jesse Winter, Waleska, Exchange, Island City, Eliza Day, Nancy Dell, Nellie Church, Silver Cloud.

RACINE.

Schooners—Z. G. Simmons, Rainbow, Newland, S. J. Holly, Caledonia, J. V. Jones, Fearless, Kewaunee, Green Bay, Forest, Onward, Mollie.

GRAND HAVEN.

Steamer—City of Milwaukee.

Tugs—New Era, Louisa Cummings, C. W. Moore, Grace Parker.

Schooners—Driver, Apprentice Boy, Hunter Savidge, John E. Gilmore, Mary Amanda, Eveline, Presto, Golden Harvest, City of Erie.

ST. JOSEPH.

Propeller—City of St. Joseph.

Schooners—Wamsetta, Lizzie Doak, Cora, Ada, Tri-Color, Libbie Carter.

FAIRPORT.

Schooners—M P. Barkalow, J. J. Hill.

Scow—F. L. Jones.

ERIE.

Propellers—Alaska, Juniata, Clarion, Arizona.

Schooners—F. W. Gifford, Lafrinier, Champion.

PORT COLBORNE.

Schooners—Craftsman, New Dominion, of Toronto, Jura, Grace, Whitney, and Albany.

Tugs—Hector, Booth, Mary, Clara, Maggie, S. Neelon, and Laughlin.

PUT-IN-BAY.

Steamers—Jay Cook, B. F. Ferris.

OUCKAMA.

Tugs—Onward, Gem.

OTTER CREEK.

Schooner—Lilly Hatch.

ESCANABA.

J. S. Richards and Erastus Corning.

SAUGATUCK.

Steamers—Douglas, J. S. Seaverns.

Steambarges—A. R. Colborne, G. P. Heath.

WINDSOR.

Schooners—Benedict, British Lyon, Hercules, Corsica, John Stevenson, R. Norwood.

WHITEHALL.

Steambarge—Swallow.

Schooners—Ellen Ellenwood, Harrison, Minnehaha, A. J. Coville, Arrow.

FRANKFORT.

Tugs—Boss, D. P. Hall, L. Q. Rawson, Jessie A. Slyfield, Jay, Weston, Ruby, and a new tug not yet named.

Schooner—George W. Westcot.

PORT ARTHUR.

Propellers—Acadia, Georgian, Argyle, E. M. Foster.

Tugs—Three Friends, Salty Jack, Champion, Siskivit, Silver Spray.

Schooners—Midland Rover, Mary Grover, Morrison, Belle Stephens.

MT. CLEMENS.

Steamer—Ida.

Steambarges—J. S. Ruby, Handy Boy, Ida Burton, Windsor, S. P. Johnson, Florence.

Tugs—Una, Nellie Abarr.

Yacht—Pauline.

Towbarges—Fulton, Elvina, Jeanette.

Scow—Fex.

TREASURY DECISIONS AFFECTING VESSELS.

VESSEL—CLEARANCE OF FOREIGN, OWNED BY CITIZENS OF THE UNITED STATES.

TREASURY DEPARTMENT, Nov. 3, 1883.

SIR:—Your letter of the 27th ultimo submits the case of the Spanish bark Maria Victorina, of Santander, Spain, for instructions as to her rights and privileges under the navigation laws.

It appears that the vessel, laden with a cargo of lumber, was attached at your port for cash advances made subsequently to her arrival, and that vessel and cargo, under a decree of the United States district court, were on the 26th ultimo, sold by the United States marshal. A. B. Wheelock and T. H. Darby became the purchasers. As they are likely to apply soon for a clearance for the vessel for a foreign port, with her cargo, you ask for instructions in view of the anticipated action of her owners.

You are informed that Decision No. 1113, of May 2, 1872, covers the case. She may be cleared foreign, laden or in ballast, but she cannot return with a cargo without liability to forfeiture, nor without cargo, except under a liability to a tonnage tax of $1.30 per ton. The same tax will attach to her at any port of the United States into which she may enter, should she engage in the coasting trade, she being an "undocumented vessel, owned by American citizens. (See sections 2,497, 4,219, 4,225, and 4,371 of the Revised Statutes.

To Collector of Customs, Cedar Keys, Fla.

VESSELS—EXACTIONS OF TONNAGE-TAX.

TREASURY DEPARTMENT, Nov. 6, 1883.

SIR:—I am in receipt of your letter of the 30th ultimo, enclosing the protest of Mr. David Dall, of your city, against your exaction of tonnage-tax on the schooner Millard Fillmore, October 26, 1883, amounting to $83.14.

It appears from your statement that, on the 26th ultimo, Edward Millin, the Master of the vessel, of which Dall is the managing owner, reported her arrival at Chicago from Collingwood, Ontario, and that the tax had been last paid at Charlotte, N. Y., on the 10th of October, 1882, as is shown by the certificate. The protest takes the ground that such certificate expired on the 10th ultimo, on which day Mr. Dall took a clearance and departed from Collingwood for your port, and was, therefore, not engaged in foreign commerce after that date, which allegation is supported by an affidavit of the master.

You state further that, in your opinion, it seems to be well settled that it is the date of entry at the American custom house after the last payment of tonnage tax that governs, and in this case the vessel having entered at Chicago on the 26th of October last, you collected the money.

You are correct in your view of the principle which should govern in the decision of the case; and as the vessel entered direct from a foreign port after the year had expired for which the tax had been paid, you regarded it as due, and the Department approves your action in exacting it.

The certificate of October, 1882, is returned herewith, as requested.

To Collector of Customs, Chicago, Ill.

VESSELS—EVIDENCE REQUIRED AS TO THE TRANSFER OF VESSEL'S PROPERTY BY WILL.

TREASURY DEPARTMENT, Nov. 19, 1883.

SIR:—The Department is in receipt of your letter of the 9th instant, relative to the enrollment of the towing steamers Barnard and Hope and steamer Maggie Padden.

It appears that the enrolment of the Barnard, dated November 18, 1878, shows that Jacob Cramer owned 4-32 parts of the vessel, and that two other persons owned the remainder. Cramer died in 1880, and there being no will or administrator, and his estate being settled by his wife and children, you ask if the enrollment should not be so changed as to show the names of all interested.

Second. The enrollment of the Hope shows that Cramer was also an owner with others; and as that document was issued since his death in 1880, you ask if it is correct to describe his interest as owned by his estate.

Third. The enrollment of the Maggie Paden, dated December 20th, 1880, shows that 10-24 parts of the steamer are owned by "some heirs of Jacob Paden, deceased," and you ask if this description is too indefinite.

You are informed that there is a "change of property," that is, of ownership, whenever a legatee, distributee, or next of kin takes the interest of the deceased owner of a vessel. And it is evident that the law intends that the name, place of abode, occupation, and proportion of interest of each owner shall be specified in the marine document. (See sections 4,142, 4,155, 4,170, 4,169, 4,322, 4,320, and 4,324, Revised Statutes.)

If the precise description of individual owners were not insisted upon in the new documents, it would give an opportunity to evade the restrictions as to alien ownership.

In the case of the owner of a vessel dying intestate, the evidence of the court should be produced showing the right of the claimants to succeed to the interest of the deceased.

When an owner other than a managing owner dies, and his estate passes to the executor of his will or the administrator of his estate, redocumenting may not be insisted upon until after the distribution. But after distribution and evidence thereof has been produced from the executor, administrator or surrogate, the vessel must be redocumented, and the collector must be able to identify the claimants as distributees of the deceased owner.

To Surveyor of Customs, Wheeling, W.Va.

VESSELS—TONNAGE-TAX ACCRUES ON AMERICAN TUG RETURNING FROM HAVING TAKEN A TOW TO A CANADIAN PORT.

TREASURY DEPARTMENT, Nov. 30, 1883.

SIR:—I am in receipt of your report of the 22d ultimo, on the appeal of Washington Moore, master of the tug Kate Williams, of Detroit, from your exaction of tonnage tax on said tug amounting to $33, under section 4,219 of the Revised Statutes.

It appears that the tug, which is engaged in the towing and wrecking business, took in tow two sailing vessels at Detroit, and delivered them at the Canadian port of Prince Arthur's Landing, their destination; that thereupon the tug cleared from Port Arthur, Canada, direct to your port, without freight or passengers and without a tow, and that on her arrival you exacted tonnage-tax as aforesaid.

Upon this state of facts, the Department decides that such towing was completed on the arrival of the tug and the delivery of the vessels towed at the foreign port, and consequently cannot operate to bring her within the provisions of section 3,123, Revised Statutes, exempting steamtugs from report and clearance (and consequently from such tax,) "when exclusively employed in towing vessels," the tug not being so employed on her return trip, which terminated at your port.

Your action in the premises is therefore affirmed, and you will please notify the appellant

To collector of Customs, Marquette, Mich.

LOG OF THE HUNGERFORD.

The schooner S. D. Hungerford, of Buffalo, left for Tobermoray November 25, bound to Buffalo in tow the tug Gladiator; wind northeast, weather fine; at 3 p. m. the tug got disabled and broke up the tow; we made all sail and continued on our voyage till 9 p. m. when the wind freshened, blowing hard from south southeast; shortened sail, and discovered the vessel leaking very fast; kept away and run before the gale, and commenced throwing the deckload over board. The heavy sea breaking over the stern swept away the boat and wheel house; binnacle gone, and no compass to steer by.

November 26, 2 p. m.—Wind veered to west, with snow, blowing a hurricane; six feet of water in hold; 4 p. m. weather cleared off; saw Manitoulin; ran under southeast sound and let go anchor; pumped her next day and got all ready for sea; came on gale from southwest, vessel dragged anchors ashore. We lived on the Island nineteen days in a tent, short of provisions; left on Sunday, 16th inst., in an old fishing boat for Tobermoray, and arrived the same evening all right. I wish you to give my kind regards to the people of Canada for their kindness to us in our trouble.

WILLIAM MOORE, Master,
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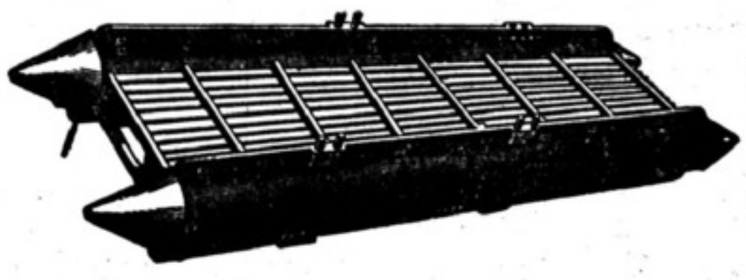

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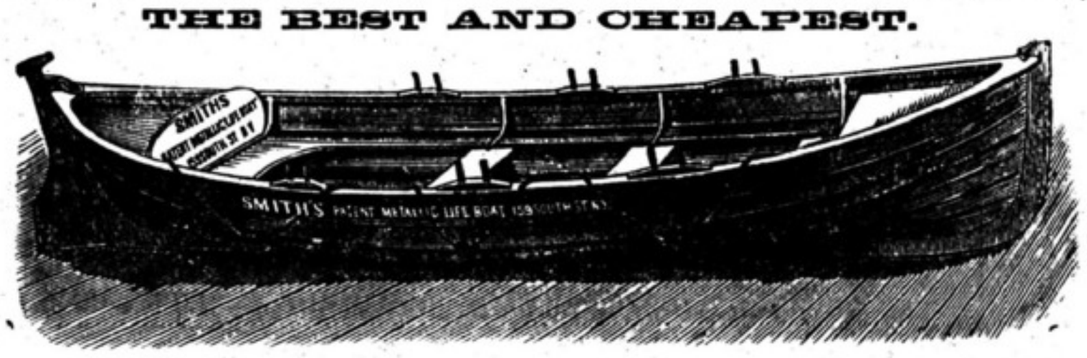

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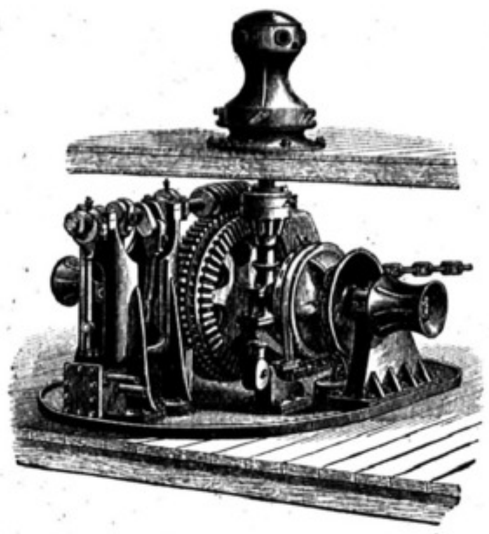

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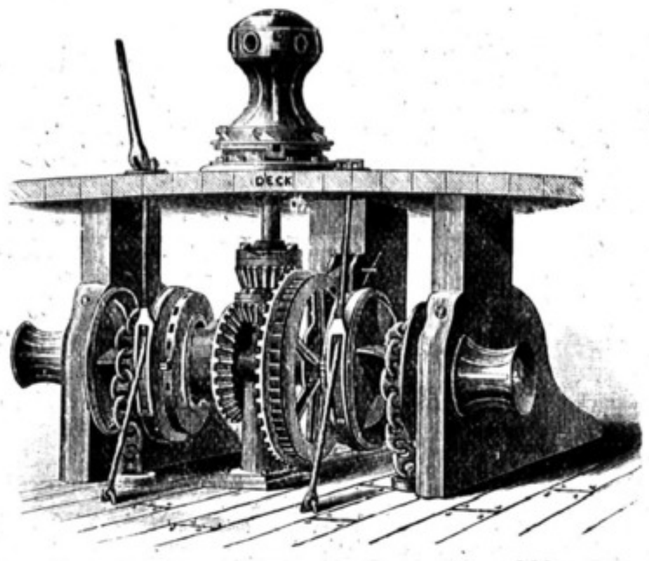

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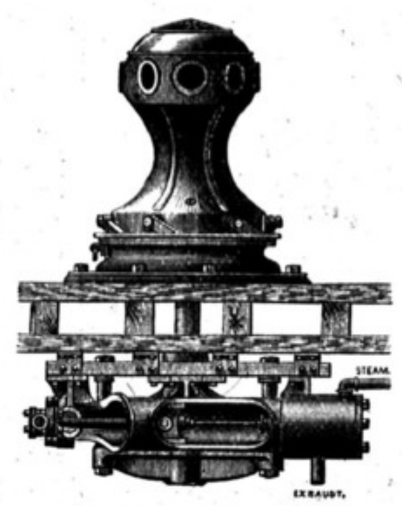

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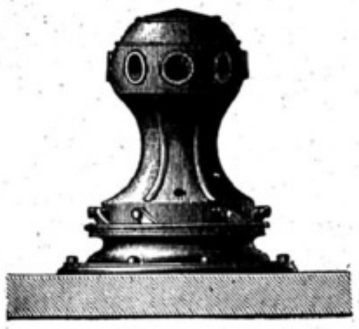

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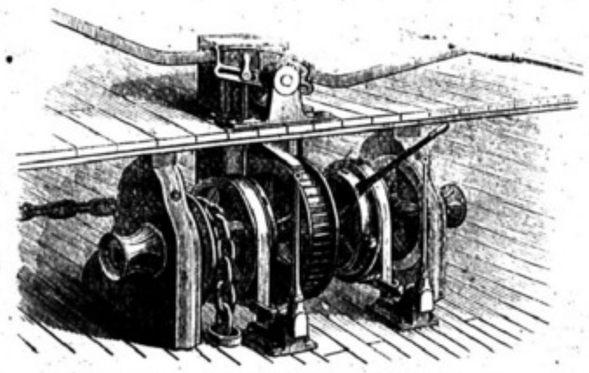

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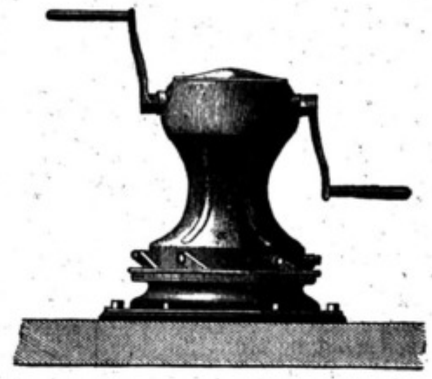

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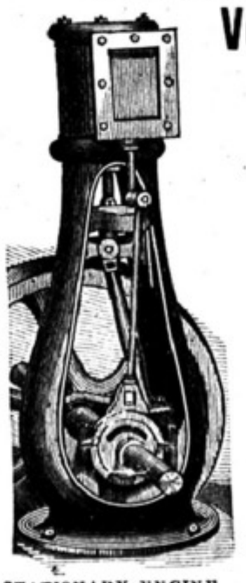

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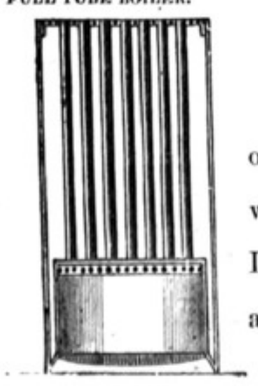
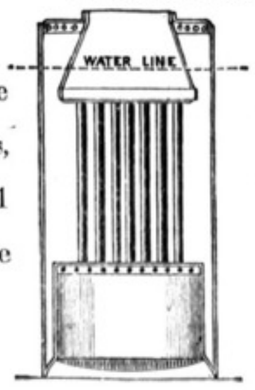


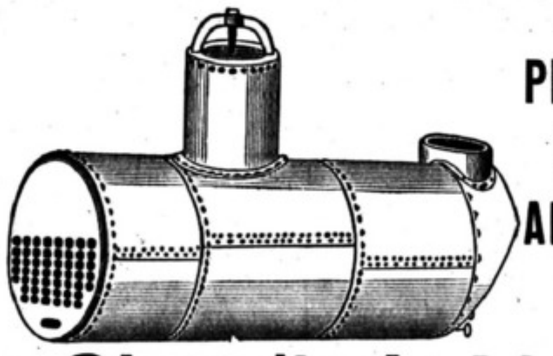
VERTICAL BOILERS.

For small power, where size and weight are objectionable, we recommend these styles, which we can furnish, made of C. H. No. 1 Iron or Steel, with or without Cast Iron Base and Smoke Stacks and Trimming.

SUBMERGED TUBE.



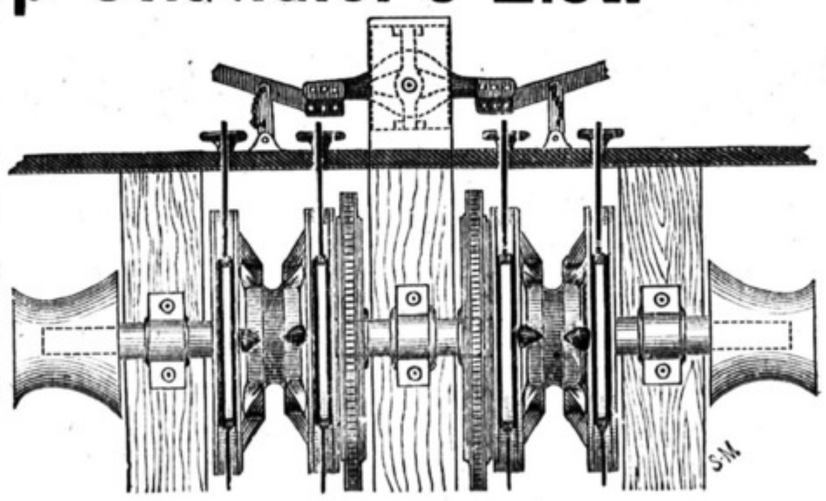
TUBULAR BOILERS OF ALL SIZES.

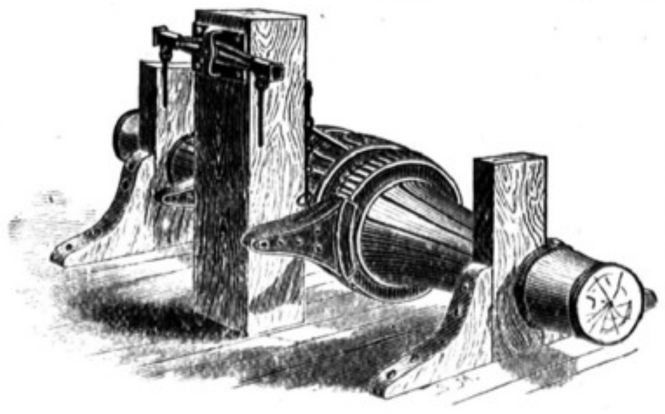


PRICES FURNISHED ON APPLICATION.

Ship Chandler's List.

Includes the Celebrated Chain Sheave Windlass, with Amazeen Beam, and Wrought Iron shaft and boxes, and Iron Winch Heads and Brakes.





The Common Patent Windlass, including all castings, welding butt and shackles.